

10-1-03 to 12-31-03

STATEWIDE

COMMERCIAL

1st QUARTER REPORT FFY04

*Nevada Highway Patrol*

Colonel David Hosmer

Overview

The report documents highlights for the 1st Federal Fiscal Quarter beginning 10/01/03. The goal is to provide a comprehensive report of all commercial MCSAP and Statewide enforcement activity.

Content:

Crash Analysis
MCSAP Activity
Staffing
State Enforcement Activity
Ratios
Upcoming Events

CRASH ANALYSIS AND OVERVIEW Federal Fiscal Year*(Comparison federal fiscal 1st quarter 2004 to 1st quarter 2003 and year to date federal fiscal year comparison)*

	Federal Fiscal 1st Quarter 2004		Federal Fiscal 1st Quarter 2003	% Change		FFY 04 Year to date	FFY 03 Year to date
Statewide Crashes							
Total Crashes	4628		4322	7%		4628	4322
Property Crashes [including commercial]	3224		3004	7%		3224	3004
Injury Crashes [including commercial]	1357		1267	7%		1267	1267
Fatal Crashes [including commercial]	47		51	-7%		47	51
Commercial Crashes							
Total number of crashes	270		223	21%		270	223
Total number of crashes SC	199		185	8%		119	185
Total number of crashes NC	21		14	50%		21	14
Total number of crashes CC	50		24	108%		50	24
Total number of property crashes	198		157	26%		198	157
Total number of property crashes SC	152		127	20%		152	127
Total number of property crashes NC	14		11	27%		14	11
Total number of property crashes CC	32		19	68%		32	19
Total number of injury crashes	69		63	10%		69	63
Total number of injury crashes SC	46		56	-18%		46	56
Total number of injury crashes NC	7		3	133%		7	3
Total number of injury crashes CC	16		4	300%		16	4
Total number of fatal crashes	3		3	0%		3	3
Total number of fatal crashes SC	1		2	-50%		1	2
Total number of fatal crashes NC	0		0	0		0	0
Total number of fatal crashes CC	2		1	100%		2	1

Percentage of fatal crashes to total crashes

1%

Percentage of commercial vehicle crashes to total crashes

6%

MCSAP ENFORCEMENT ACTIVITY

	FFY04 1st Quarter	FFY03 1st Quarter	% Change	FFY04 Year To Date	FFY04 MCSAP Commercial Goals	% Goal Achievement
Total Inspections (1,2,3) Statewide	4,572	2,762	66%	4,572	20,000	23%
Total Inspections SC	1,469	1,168	26%	1,469	7,600	19%
Total Inspections NC	1,332	917	45%	1,332	6,600	20%
Total Inspections CC	1,771	677	162%	1,771	5,800	31%
Total Level 1 Inspections (Statewide)	1,292	636	103%	1,292	5,000	26%
Total Level 1 Inspections SC	449	222	102%	449	1,900	24%
Total Level 1 Inspections NC	448	226	98%	448	1,650	27%
Total Level 1 Inspections CC	395	188	110%	395	1,450	27%
Total Level 2 & 3 Inspections (Statewide)	3,280	2,126	54%	3,280	15,000	22%
Total Level 2 & 3 Inspections SC	1,020	946	8%	1,020	5,700	18%
Total Level 2 & 3 Inspections NC	884	691	28%	884	4,950	18%
Total Level 2 & 3 Inspections CC	1,376	489	181%	1,376	4,350	32%
Total Safety Citations (Statewide)	1,927	1,672	15%	1,927	N/A	
Total Safety Repair (Statewide)	10,025	9,953	1%	10,025	N/A	
Total Vehicle Out of Service (Statewide)	614	639	-4%	614	N/A	
Total Driver Out of Service (Statewide)	313	303	3%	313	N/A	
Total Check Sites (Statewide)	62	56	11%	62	259	24%
Total Check Sites SC	17	25	-32%	17	98	17%
Total Check Sites NC	17	15	13%	17	85	20%
Total Check Sites CC	28	16	75%	28	76	37%
*Total Compliance Reviews (Statewide)	3	6	-50%	3	18	17%
*Total Compliance Reviews SC	1	1	0%	1	6	17%
*Total Compliance Reviews NC	1	5	-80%	1	6	17%
*Total Compliance Reviews CC	1	0	100%	1	6	17%
*Total CVSPP Contacts (Statewide) visit twice year	40	104	-62%	40	N/A	
*Total CVSPP Contacts SC	28	26	8%	28	N/A	
*Total CVSPP Contacts NC	12	78	-85%	12	N/A	
* Total CVSPP Contacts CC	0	0	0%	0	N/A	

NATIONAL CORE PROGRAM UPDATES: Public Awareness

The Nevada Highway Patrol is in the second year of their three year contract with Ogilvy Public Relations. Ogilvy Public relations has done an excellent job promoting "No-Zone Awareness" to the motoring public. This quarter they dedicated their efforts to focus awareness in the Southern Nevada Market. They coordinated a contract between Las Vegas Motor Speedway and DATS Trucking for NASCAR. They will staff a booth for the Busch Series races and the Winston Cup race. DATS Trucking will take their No-Zone truck and park it at the booth during the events. They have also partnered with Team Yellow Racing who will be racing at the events. They expect 200,000 people to attend these events and will have 50,000 promotional items to hand out.

Ogilvy Public Relations has also contracted with Cardinal Media to make a radio spot that is due to air Feb/March 2004. The star is David Stremme with Team Yellow Racing.

30 second Radio Spot Script:

Hi, I'm David Stremme with Team Yellow Racing. Whether I'm on the racetrack or the highway, safety is my number one concern. Especially when I'm driving next to large trucks or busses. The Nevada Department of Public Safety and Yellow Transportation remind you to be careful on the road and to avoid the "No-Zone" the area around trucks and busses where accidents occur most often. Trucks have blind spots in front, in back, and on both sides of their vehicles, and getting stuck in one of these "No-Zones" can be dangerous. Remember, if you can't see the driver, he can't see you. Drive safely in Nevada, and avoid the "No-Zone".

60 second Radio Spot Script:

Hi, I'm David Stremme with Team Yellow Racing. When I'm behind the wheel, safety is my number one concern. So when I'm driving on the road next a large truck or bus, I don't panic. But I do avoid the "No-Zone". The "No-Zone" is the area around trucks and busses where accidents occur most often and I make sure I never get stuck in a "No-Zone". Just remember these tips:

- Trucks have blind spots on both sides. If you can't see the driver's face in his side-view mirror, he can't see you. And if he needs to change lanes, you could be in danger.
- Driving in front or in back of a truck is never a good idea, those are blind spots, too. If you have to pull in front of a truck, make sure you can see the entire front of the vehicle before you make your move. And once you take the pole position, don't slow down. Trucks need nearly double the time and room to stop as regular cars.
- And whatever you do, don't tailgate! If you're following too close behind a truck and he decided to brake, the results could be deadly.

Drive safely in Nevada and always avoid the "No-Zone".

A message from the Department of Public Safety and Yellow Transportation.

Data Collection and Reporting:

The MCSAP Computer Network Technician Position has been filled by Scott Orvis. He came to work for NHP late in September of 2003. NHP sent Mr. Orvis to VOLPE training the following month. In November, NHP finalized an office & storage space facility lease agreement for this position. The office/rural facility is located at 808 East College Parkway Suite 105. In addition, NHP contracted for Sam Reyna to train Scott Orvis for a week during December. Scott Orvis is currently working on an updated inventory. The last inventory was completed June of 2003.

Timeliness Reporting

Timeliness Uploads	10/01/02-9/30/03 Nevada	FFY 2002 Nevada	10/01/02-9/30/03 Nationally	FFY 2002 Nationally
Inspection Reports	17	31	14	36
Crash Entry	41	162	82	141

MCSAP**BUDGET****STATEWIDE**

Prepared By Michelle Hamilton

Budget Status from January 01, 2003 through December 31, 2003:

LINE ITEM	CATEGORY	01/01/03-12/31/03	CVSP FFY03 BUDGET	REMAINING BALANCE	% REMAINING
(1) 4355	Reimbursement of Expenses	(600.00)	0	600.00	
5000	Salaries	\$295,470.56	\$351,040.00	\$55,569.44	16%
5810/9157	Strike Force/SCARE	\$89,642.47	\$100,000.00	\$10,357.53	10%
5810/9157	72 Hour Road Check	\$8,108.00	\$8,108.00	\$0.00	0%
(2) 6000-7000	Training/Travel	\$113,189.49	\$60,403.00	(\$52,786.49)	-87%
7020-7039	Operating	\$18,158.37	\$19,000.00	\$841.63	4%
7040-7049	Printing & Copying	\$995.72	\$2,000.00	\$1,004.28	50%
(2) 7050-7059	Insurance	\$3,027.31	\$1,200.00	(\$1,827.31)	-152%
7060-7089	Contract Services	\$142,950.69	\$219,030.00	\$76,079.31	35%
7090-7099	Equipment Repair	\$0.00	\$500.00	\$500.00	100%
(2) 7100-7129	Rents/Advertising	\$18,492.33	\$18,400.00	(\$92.33)	-1%
7130-7159	Vehicle Operation	\$4,573.66	\$24,000.00	\$19,426.34	81%
(3) 7210-7229	PSNET Support	\$0.00	\$39,906.00	\$39,906.00	100%
7230-7279	Minor Building Improve.	\$553.01	\$500.00	(\$53.01)	-11%
7280-7289	Postage	\$4,748.38	\$57,200.00	\$52,451.62	92%
7290-7299	Communications	\$39,657.10	\$45,000.00	\$5,342.90	12%
7300-7319	Registration	\$6,917.50	\$37,000.00	\$30,082.50	81%
7320-7379	Reference Manuals	\$3,934.73	\$6,000.00	\$2,065.27	34%
7380-7429	Purchasing Cost Allocation	\$4,240.56	\$9,748.00	\$5,507.44	57%
(4) 7430-8400	Equipment	\$9,076.08	\$196,161.00	\$187,084.92	95%
(3) 9159	State/Inter-agency Allocation	\$5,852.00	\$81,621.00	\$75,769.00	93%
Total		\$768,987.96	\$1,276,817.00	\$507,829.04	40%

NOTE: \$507,829.04 is the remaining grant balance in the FFY03 grant as of the end of December 31, 2003. The FFY04 grant proposal has been approved, however funding has not been re-authorized on a Federal Level. NHP will continue to operate with the grant funding from FFY03 to March 31, 2004. Should the FFY04 funding be available at that time, the remaining FFY03 grant funding will be eligible as rollover.

Budget Narrative

Congress has not passed the re-authorization of the Transportation Act, SAFETEA. They have extended the authorization of the existing Transportation Act, TEA-21 to 2/29/04. There is some indication that the reauthorization may not pass by 2/29/04 and will require further resolutions. The Nevada Highway Patrol has a grant surplus and will use the FFY03 grant money to fund expenses. They have submitted a request to extend the FFY 03 Grant through the end of March 2004. This creates shortages within certain re-occurring line items, such as travel, rents, insurance, communications & salaries as these expenses were originally budgeted to end September 30, 2003. Once funding operations are approved at the Federal Level, we will close out the 2003 grant and carry forward funding for any 03 projects that have not been completed and reconcile the 2004 line item expenses that were paid by the old budget. Overall there appears to be adequate 2003 grant money to cover our operations until the end of March 2004.

The footnotes used in the previous table are described below:

- (1) This is rental income paid to the MCSAP grant by the Nevada Highway Patrol to cover the costs for non-MCSAP use of the Las Vegas Mobile Command Center.
- (2) These are operation expenses budgeted for, that are running over because we are paying them with 03 grant money noted above.
- (3) Both of these Cost Allocation Plans have not been approved and therefore cannot be paid. The Department of Public Safety, Administrative Services Division is pursuing the finalization of the Cost Allocation Plan to allow for payment of this obligation.
- (4) The surplus of funding in the Equipment General Ledger at this date is due to the unknown cost for CDPD replacement. NHP is beta testing a product by Wireless Matrix and researching proposals from ATT&T as well as Verison Wireless, in a comprehensive study for an alternative method.

MCSAP COMMAND / SAFESTAT SUMMARIES

***The following data is based on Regional SafeStat Reports**

Southern Command Summaries:

October/03 -

During October there were increases in field enforcement activity over the month of September in the following categories: total safety violations - citations increased by 1.1%, total drivers placed out-of-service increased by 53.3%.

Field enforcement activity decreased in the following areas: total safety inspections decreased by 11.1% and total safety violation- repair orders decreased by 22.1%. The most significant decrease in activity was in the area of hazardous moving violations decreased by 48.2% as compared to September. The overall safety inspections for the Commercial Enforcement Section of the Southern Command decreased slightly from 606 to 539 as compared to September. Of those inspections, 119 were Level 1 inspections as compared to 121 for September. The decreases in activity can be attributed to the 304 total hours of training given or received. This was a reduction of 20% in the available Commercial Enforcement manpower assigned to the Southern Command.

Total commercial vehicle crashes increased from 75 for the month of September, to 82 for the month of October. Of those 82 crashes, 60 resulted in property damage only, 21 in injury, and 1 in a fatality. The fatality was the result of driver error of the passenger vehicle involved. Commercial vehicles were at fault in 47 of the crashes. Commercial driver error caused 43, a mechanical defect resulted in 1, and spilled/unsecured loads resulted in 3. The remaining 34 crashes were not attributable to the commercial vehicle. Commercial vehicle crash occurrences continue to be relatively evenly distributed among day shift and swing shift with a minimal number occurring on grave shift.

November/03 -

Commercial Operations has demonstrated some significant increases in the per officer ratios. This is a result of concentrating enforcement efforts at both the individual and squad levels. An example of this is, "Total safety inspections" ratio which reflects 39.1 per trooper for November, an increase from 27.0 for October. When comparing the ratios with the current crash information the efforts to maintain a high inspection ratio have impacted the crash statistics by keeping the number of mechanical related crashes to less than 1% of all commercial vehicle crashes.

Commercial drivers are at fault in approximately 46% of all commercial vehicle crashes. A renewed enforcement emphasis is now being directed toward hazardous moving violations. By increasing this enforcement ratio we anticipate a reduction in commercial crashes involving driver error.

The Southern Command commercial section increased activity in most categories over the previous month. Although total inspection activity continues at or above established goals, hazardous moving and seatbelt violations continue to be areas needing attention and increased enforcement.

Total Commercial vehicle crashes decreased from 81 for the month of October, to 67 for the month of November. Of those 67 crashes, 55 were property damage, 12 were injury, and 0 were fatal. Of the 67 crashes, commercial vehicles were at fault in 35 of them with driver error resulting in 29, mechanical defect resulting in 4, and spilled/unsecured load resulting in 2. The remaining 32 crashes were not attributable to the commercial vehicle. 25 crashes involved single units or buses. 42 crashes involved tractor-trailer combinations. It is important to note that the Southern Command investigated 1008 total crashes for the month of November. The 67 commercial related crashes are roughly 6.5% of the 1008 total.

December/03–

Commercial Enforcement activity showed a slight decrease from the same period last year, and a nominal change from last month. A large amount of leave and training contributed to low staffing levels. Attention will be given to enforcing hazardous moving and seatbelt violations.

Commercial vehicle crashes for the Southern Command continued to decrease, from 67 in November to 50 in December. The region investigated 1085 accidents in December, with commercial accidents comprising 4.6% of them. Thirty-seven of the commercial crashes were property damage, 13 were injury and none were fatal. Commercial vehicles were at fault in 27 of the 50 crashes; 21 of those were the result of commercial driver error, 2 spilled loads, and 4 mechanical defects. The remaining 23 were the fault of non-commercial drivers. Thirty-six crashes involved combination vehicles, with the remainder being single unit vehicles.

The number of commercial crashes occurring as a result of mechanical violations has decreased steadily over the past two decades. The decrease is directly attributable to the attention given to commercial vehicle safety inspections during that time. We have now identified that commercial crashes are primarily caused by driver error. Therefore, we must now focus on hazardous moving violations with regard to commercial vehicles.

The results of this focus are increases in hazardous moving citations / arrests up 600% from December 2002, and 7.7% from last month.

Northern Command Summaries:**October/03 –**

Although the Fernley Fallon areas reported a 80% increase in crashes involving commercial vehicles, none of the commercial vehicles involved were at fault with the exception of one fatal crash, which was a single vehicle crash.

There were 2 commercial vehicle crashes. Although statistically small this continues to be monitored. Part of the increase may be due to the emphasis on accurate reporting of all categories of crashes.

The “total safety inspections” were up this month. Taking into consideration that the federal goals changed and the available trained manpower was down, commercial enforcement accomplished many of the new federal fiscal goals. Level 1 Inspection goals changed from 119 in 2002/03 to 137 in 2003/04. Commercial enforcement completed 198 Inspections. Level 2/3 inspections changed from 278 inspections in 2002/03 to 412 in 2003/04, of the new federal fiscal year. The commercial enforcement section was able to complete 372 Inspections.

As always, inclement weather causes the Commercial Section to balance commercial enforcement duties with assisting the Traffic Section with their duties, which may have an affect on obtaining Commercial Enforcement goals through the winter months. The number of personnel working the roadway in commercial enforcement is on the increase, and this should help the Commercial Section in obtaining the annual goals, once they have been trained.

The commercial enforcement section continues to operate at 75%. Other members are assigned as follows:

- 1 Sergeant assigned to Acting Lt. position
- 1 Trooper assigned to Headquarters
- 1 Trooper assigned to the MCI Program
- 1 Trooper on admin/sick leave
- 1 Trooper on re-orientation program

PROJECTS / ACTION PLANS:

Northern Command Commercial Enforcement section has many State and Federal training requirements, which need to be met. Some of which are:

- | | |
|---|-----------------|
| • North American Standards | One Trooper |
| • Roadside Hazmat | Five Troopers |
| • Bulk Packaging / Tanker for Hazardous Materials | Five Troopers |
| • Motor Coach | Six Troopers |
| • New Record of Duty – Hours of Service Rules | Twelve Troopers |

The Northern Nevada Commercial Section believes that it is essential to train its troopers to assist in the security of the Nation and the residents of Nevada. Two officers are being trained as the instructors in the field of Weapons of Mass Destruction and upon returning will be responsible to train fellow troopers. In addition, Nevada Motor Transportation Association and Northern Commercial Section are working together to train drivers of commercial vehicles on recognition of unusual activity or circumstances that need to be reported to the authorities.

The Southern Command Commercial section is hosting a 72 hour roadblock at the Sloan inspection site November 13 thru 15, which will help the Northern Commercial Section obtain and maintain its goals during the month of November.

At the present time one officer is scheduled for the North American Standards Training, four officers are scheduled for roadside hazardous material training.

All commercial troopers will receive the training for the new record of status in November. One trooper will be traveling to Elko and Las Vegas to train the other statewide commercial troopers in the new standards.

NCIC training is required for Commercial Troopers. Certification is for a two-year period. There are four commercial troopers scheduled for this training, during the first week of November.

November/03 –

During the month of November, the Commercial Section issued 19 hazardous moving violation and 15 non-moving violations. This was a drastic decrease over last month but it was expected due to training and the 72-hour check site that had consumed much of the commercial trooper's time.

Although most of the activity appears to be down, as stated previously, this was expected and was planned for. With the reduction in the available total work hours being down 46%, the troopers total activity in inspections were only down 30.2%. They were able to do more with less time.

Projects / Action Plans

Troopers will continue to receive commercial enforcement training as needed. This training is unpredictable due to the availability of locations offering the various types needed. We will continue to monitor this and keep updated with new locations. This is a list of some of the training needs

- | | |
|---|-------------------|
| • North American | Two (2) Troopers |
| • Roadside Haz/Mat | Five (5) Troopers |
| • Bulk Packaging / Tanker | Five (5) Troopers |
| • Motor Coach | Six (6) Troopers |
| • New Record of Duty – Hours of Service | Twelve Troopers |

With the New Year approaching the commercial section will schedule more bus inspection check sites in order to insure this type of transportation is safe while using Nevada roadways.

Commercial Troopers will begin to work earlier in the morning as well as later in the evening. This should allow for more coverage of the region.

December/03 –

During the month of December 2003, the commercial enforcement section issued 9 hazardous moving violations and 30 non-moving violations in traffic enforcement, performed 88 Level 1 inspections and 292 Level 2 & 3 inspections for a total of 380 inspections with 591 safety violations found. This was a decrease in Level 1 and Level 2 & 3's from November which were 398 inspections but a considerable 52% increase compared to December 2002 with 250 inspections and 232 safety violations.

There was an increase in citations issued this month as compared to last month. A total of 228 safety citation violations reported this period as compared to 164 in November. November's 398 inspection increase was accomplished during a month containing a 72 hour roadblock which regularly produces heavy activity. In December 380 inspections were conducted showing a decrease of only 18 inspections to November but without the benefit of the 72 hour roadblock.

As all the required training was completed in the first part of the month, commercial troopers are focusing on the task of completing goals and objectives for the month. During the month of December, Commercial Enforcement had six scheduled check sites. Snowfall caused the cancellation of two scheduled check site days (December 10th and 11th). Commercial enforcement had a check site cut short on the 17th due to reprogramming of new radios as the command changes over to the new radio system. Troopers implemented good time management by having two check sites on one day. One held at the Mustang site and one at the Wadsworth site in order to comply with the monthly goals for check sites as well as screening east and west-bound commercial motor vehicles.

The entire Reno Commercial section was activated on December 22, and deployed on December 23 to Las Vegas to provide additional security measures and enforcement during the heightened homeland security concerns. The deployment involved, 1 Act. Lieutenant, 2 Sergeants 18 Troopers and 3 Commercial Vehicle Safety Inspectors. Personnel used 902.25 hours reducing time spent on normal assigned duties.

Commercial enforcement troopers will continue to receive commercial enforcement training as needed. This training is unpredictable due to North American Standards and Commercial Vehicle Safety Inspector availability of locations, as well as scheduling and flight arrangements. Commercial enforcement will continue to monitor the needed classes in an attempt to get the training completed as soon as possible.

Central Command Summaries:**October/03 –**

Due to the efforts of Central Command personnel, commercial vehicle accidents declined dramatically during the month of October. Commercial vehicle involved crashes declined by 51.9% or a total of 14 fewer accidents as compared to September. This was accomplished by an increased emphasis on enforcement of hazardous violations committed by commercial vehicle drivers.

There were 2 fewer commercial vehicles inspected in October as compared to September. Despite virtually the same number of inspections, there were fewer violations detected and fewer drivers placed out of service. Hopefully, this is a positive trend with more compliance with vehicle and driver safety regulations.

Commercial vehicles involved in crashes declined by almost 52% as compared to September. Commercial vehicles were involved in only 13.1% of the total crashes throughout the Command. This is well below the 20- 24% that has been experienced in previous months during the current calendar year. Districts are aware of the problem and have responded by placing an increased emphasis on enforcement of violations committed by commercial vehicles and their drivers.

November/03 –

Commercial vehicles were involved in 15% of the total crashes throughout the Command. This is within the norm for many months and greatly less than the 20+% of the past. This is despite 8 additional crashes involving commercial vehicles than in October. Of the 21 total crashes, 9 were the fault of the commercial vehicle driver. Commercial vehicles were involved in one fatality when one commercial vehicle struck another.

Commercial Operations personnel had an increase in the number of safety inspections of almost 5%. The increase in inspections resulted in an increase of safety violations and drivers and vehicles placed out of service. Commercial personnel participated in a 72 hour road check in Las Vegas in November.

December/03 -

Commercial vehicles involved in crashes declined by almost 24% when compared to November. Commercial vehicles were involved in 11% of the total crashes. This is one of the lowest percentages for the year and well below previous levels which were as high as 24%.

Commercial personnel performed 14 fewer safety inspections. However, this was due to the amount of lost work hours primarily to training. The average time when considering the total hours worked to the number of inspections performed remained constant for the year and was slightly better than November. The fewer number of inspections resulted in fewer violations discovered.

Commercial activity also declined in December as compared to November. Inspections decreased by over 31%. This, in turn, resulted in fewer violations found and fewer vehicles and drivers placed out of service. The decrease in inspection time is attributed to increased training time, assistance to traffic operations during winter storms and an increase in leave taken. For the total available work hours for commercial, 1852.4 hours, the average number of hours worked per inspection was 4 hours. This is consistent throughout the year and was slightly better than November, 671 inspections with 2846.1 total hours worked.

MOBILE COMMAND CENTER USE (MCC):

Southern Command did not use the MCC in October, for November they used it from the 11th through the 15th for the 72 hour road check at Sloan, it was used five times in December, one of those times to run check site inspections for New Years eve.

Northern Command used the MCC a total of 24 days, eight days in October, November and December.

Central Command used the MCC three days in October, and did not use it for November or December.

STAFFING (STATEWIDE)

The staffing numbers below are based on December/03 Regional SafeStat Reports

STAFFING	Authorized positions		Current positions staffed		Percentage of authorized	
	Dec 03		Dec 03		Dec 03	
Commercial [Tpr. & Sgt.]	61		38.6		63%	
Southern Command	26		10		38%	
Northern Command	19		15.6		82%	
Central Command	16		13		81%	
Commercial CVSI	10		9		90%	
Southern Command	5		4		80%	
Northern Command	3		3		100%	
Central Command	2		2		100%	
OVERTIME	Hours used				Total Hours Available	% Used
Strike Force Hours	40				975	4%
**72 hour road check	779				779	100%

**It should be noted the budget for the four 72 hour road checks was based on overtime from previous 72 hours road checks. The first 72 hour road check exhausted all of the overtime hours. Hours paid were 249 hours Central Command, 293 hours Northern Command, and 237 hours Southern Command.

Breakdown of Commercial Personnel, all personnel unless otherwise noted are paid using state funds.

NAME

POSITION

HEADQUARTERS:

Bainter, William
Johnson, Carl
Hamilton, Michelle
Orvis, Scott
Shaw, Terry
Gould, Linda

Lieutenant
Sergeant
Analyst (MCSAP)
Network (MCSAP)
PAII (MCSAP)
PAII (MCSAP)

STATEWIDE

NORTHERN COMMAND:

Asp, Dave	Lieutenant
Griswold, Steven	Sergeant
Harney, Ed	Sergeant
Sherven, John	Trooper
Marsteller, Michael	Trooper
Bowers, Jeff	Trooper
Brown, Wes	Trooper
Lindley, Troy	Trooper
Lund, Wayne	Trooper
Gamburg, Michael	Trooper
Sherven, Janay (extended sick)	Trooper
Brooks, Tom	Trooper
McGrath, Lori (part time)	Trooper
Roberson, Opi	Trooper
Lommel, John	CVSI
Lewis, Leiland	CVSI
Redican, Thomas	CVSI

CENTRAL COMMAND:

Johnson, Gary	Lieutenant
Masterson, Wes	Sergeant
Baughman, Roy Jr.	Sergeant
McAllister, Mark	Trooper
Raftery, Bill	Trooper
Coy, Earl	Trooper
Jackson, Randall	Trooper
Timm, Michael	Trooper
Edwards, George	Trooper
Rowley, Randy	Trooper
Ray, Robert	Trooper
Privett, Leon	Trooper
Salopek, Jenny	Trooper
Whitfield, John	Trooper
Jameson, Mike	CVSI
Mawson, Dan	CVSI

Lieutenant
 Acting Lieutenant
 Sergeant
 Sergeant
 Acting Sergeant
 Trooper
 Trooper
 Trooper
 Trooper
 Trooper
 Trooper
 Trooper
 Trooper
 Trooper
 Trooper
 Trooper
 Trooper
 CVSI
 CVSI
 CVSI
 CVSI (MCSAP)
 CVSI (MCSAP)
 PAII (MCSAP)

STATE ENFORCEMENT ACTIVITY

[Analysis and review of current reporting period, versus same period in the previous federal fiscal year, versus commercial goals if applicable, data collected from Goal Achievement and Regional SafeStat Reports]

	FFY04 1st Quarter 2004		FFY03 1st Quarter 2003	Year To Date		FFY04 Commercial Goals	% Goal Achievement
Hazardous Moving Violations (Statewide)	211		169	211		N/A	
Other Traffic Violations (Statewide)	524		593	524		N/A	
School Buses (Statewide)	866		972	866		N/A	
School Buses SC	523		466	523		N/A	
School Buses NC	232		360	232		N/A	
School Buses CC	111		146	111		N/A	
School Buses Out of Service (Statewide)	139		134	139		N/A	
Trucks Weighed on Interstate (Statewide)	876		1,972	876		6,300	14%
Trucks Weighed on Interstate SC	196		1,650	196		2,395	8%
Trucks Weighed on Interstate NC	185		185	377		2,079	18%
Trucks Weighed on Interstate CC	495		137	572		1,827	31%
Time Weighing Trucks Secondary (Statewide)	2,083		1,544	2,083		8,000	26%
Time Weighing Trucks Secondary SC	1,085		157	1,085		3,040	36%
Time Weighing Trucks Secondary NC	618		960	618		2,640	23%
Time Weighing Trucks Secondary CC	380		427	380		2,320	16%
Overweight Citations (Statewide)	175		204	175		N/A	
Dyed Fuel Inspections (Statewide)	4,241		1,559	4,241		N/A	
Dyed Fuel Inspections SC	1,501		462	1,501		N/A	
Dyed Fuel Inspections NC	1,047		821	1,047		N/A	
Dyed Fuel Inspections CC	1,693		276	1,693		N/A	
Dyed Fuel Citations (Statewide)	12		10	12		N/A	
Dyed Fuel Citations SC	1		2	1		N/A	
Dyed Fuel Citations NC	11		6	11		N/A	
Dyed Fuel Citations CC	0		2	0		N/A	
Tow Companies (Statewide)	50		16	50		62	81%
Tow Companies SC	8		4	8		24	33%
Tow Companies NC	24		11	24		23	104%
Tow Companies CC	18		1	18		15	120%

STATEWIDE

STATE SAFESTAT SUMMARIES BY REGION

The following data is based on regional SafeStat reports as it applies to commercial statewide goals & activities.

Southern Command Summaries:

October/03

Total school busses inspected increased by 101.9%, with total school busses placed out-of-service increasing by 10%.

Northern Command Summaries:

October/03

The commercial enforcement section was able to have seven check sites and get a good start on the new goals due to fair weather. As commercial enforcement is faced with obstacles of untrained new members as well as the L-decks being broken and out for repair, the troopers forged through the dilemma and were able to obtain 152 trucks weighed on the interstate giving a total of 254 weights for the month of October, which include secondary weights. These were not the goals set for the interstate at 173, however, a good impact for the beginning of the new fiscal year. Greater supervision will be given to weight enforcement, as upcoming winter months may prohibit the ability to weigh trucks. Goal tracking will be necessary in order for the commercial enforcement officers to be aware of the numbers that will be needed during the winter months, in order to meet the goals in the spring when weather is not as much of a factor.

The Las Vegas scales are scheduled to come up to Reno for re-certification from DOT. Commercial enforcement will be needed to assist in order to get this completed and the scales returned to Las Vegas in a timely manner.

November/03

The total number of school busses inspected increased by 32.4%, respectfully the number of buses placed out of service also increased slightly by 31.8%. With all of the increases, the CVSI's of Northern Command also were able to assist at the 72-hour check site in Las Vegas. There was also one CVSI working on a project involving the re-inspection of several school busses throughout the region as well as assisting the other regions on the same project.

The total number of trucks weighed, while operating on Nevada roadways decreased by 68.1%. However, even with the dramatic decrease in total trucks weighed, troopers were able to find violations and this category only decreased by 31%.

Commercial Troopers located five (5) vehicles operating on Nevada's roadways while using dyed fuel, which was the same number located last month

December/03

Traffic citations were up from last month for a total of 39 as compared to 19 for the month of November, as Commercial Troopers handled 13 traffic crashes this month compared to three last month.

A total of 62 school buses were inspected with 22 being placed out of service for the month. In November, 98 inspections were held with a total of 29 buses placed out of service. Commercial enforcement is showing a strong dedication to safety in December as there is a smaller number of out of service buses in December as compared to the number buses inspected last month. The commercial section is still involved in the Carpenter school bus defect inspections which consumes a great deal of time by having to re-inspect these buses for frame cracks.

The 2004 New Year is still challenging us with the ELDEC's (a low height portable platform scale) used to weigh commercial vehicles being broken and not in use. Commercial enforcement is maintaining communication with NDOT regarding the ELDEC's Scales. We have been assured that the scales will be returned as soon as they are repaired. It was reported that the scale head that was damaged was sent to the manufacturer and then returned still unusable. It had to be returned again for repair, and to date, NDOT is still awaiting the results of that repair. Until the ELDEC's return, commercial enforcement is attempting to overcome the lack of equipment by having limited vehicle scales for the Troopers and give more time to the scale enforcement activity.

Central Command Summaries:**October/03 –**

There were only 2 fewer commercial vehicles inspected in October as compared to September, but there were 10 more school buses inspected. Despite similar number of inspections, violations discovered decreased greatly. This included out of service violations as well. This indicates a positive trend of greater compliance with vehicle and /or driver safety regulations.

There was a 5% decrease in the number of vehicles checked for dyed fuel. September had a large number of vehicles checked in conjunction with weight enforcement. On secondary highways, 80 hours were dedicated to dyed fuel enforcement with 108 checks performed resulting in no violations found. Commercial personnel performed only 0.1 fewer inspections in September; however, the violations discovered were much less, 27.3.

Trucks weighed decreased by over 40%. Much of this is due to the weighing of several trucks on secondary highways in Winnemucca in conjunction with the harvesting of potatoes in that area during September. This resulted in an average of 19 fewer trucks weighed per person. The number of trucks weighed decreased by 30%. This is due to the L-deck scales being broken and inoperative. They are being scheduled for repair.

Dyed fuel checks increased by almost 2%, but no violations were discovered. 34 of these checks were performed on secondary roadways during 60 hours of directed dyed fuel enforcement.

Commercial personnel performed 2 additional inspections per position in November as compared to October. With the additional inspections, there was an increase in safety violations discovered. This, in turn, resulted in more drivers and vehicles being placed out of service.

Trucks weighed decreased by 30%. Much of this is due to the L-deck scales being inoperative for most of the month of November. They are in the process of being repaired. The smaller L-decks assigned to Winnemucca have had repairs completed, but as of the end of November, they have not been delivered as yet.

December/03-

The Commercial Enforcement Section's efforts were also hampered by the weather; however, the Command is still on track to meet its Federal and State goals. The most alarming decline for Commercial enforcement occurred in the total trucks weighed category. Only 4 trucks were weighed in December compared to 234 being weighed in November for a 98.3% decrease. This issue has been addressed with the appropriate personnel and an immediate improvement is expected.

The platform scales are still inoperable and awaiting repair and return to Elko. This resulted in a drastic decrease in vehicles weighed as did the winter storms. The use of portable scales was insufficient for the month and is being addressed by the supervisors. Dyed fuel inspections decreased but were significantly higher than December 2002. A total of 140 hours was spent on secondary roadways in dyed fuel enforcement with 47 vehicles checked. This area also needs improvement for the number of checks for the number of hours put forth and is being addressed by supervisors.

RATIOS – ACCIDENT AND ENFORCEMENT

INSPECTION / ENFORCEMENT RATIOS	FFY04	09/03
Ratio of inspections and enforcement per staffed Trooper & CVSI position		
* Hazardous moving violations - citations	7:1	10:1
* Other traffic violations - citations	16:1	18:1
Total safety inspections [all levels]	113:1	131:1
* Total safety violations -- citation	61:1	67:
Average safety violations per inspection -- citation	.4:1	.5:1
Total safety violations -- repair order	247:1	259:1
Average safety violations per inspection -- repair order	2:1	3:1
Total vehicles placed "Out of Service"	15:1	17:1
Average vehicles placed OOS per inspection	.1:1	.2:1
Total drivers placed "Out of Service"	8:1	7:1
Average drivers placed OOS per inspection	.07:1	.07:1
Total school buses inspected	20:1	26:1
Total school buses placed "Out of Service"	6:1	8:1
* Total trucks weighed	36:1	71:1
* Total overweight citations	6:1	7:1
* Total dyed fuel inspections	134:1	121:1
* Total dyed fuel citations	.4:1	.3:1
* Commercial sworn only		

SFY04 Performance Indicators	PROJECTED	ACTUALS 7/1/03-12/31/03 SFY04
Ration of commercial vehicles inspected to the number placed "out of service;" Statewide	4.22:1	7.4:1
Number of school buses inspected; Northern Command West	1,052	731
Number of school buses inspected; Northern Command East	334	130
Number of school buses inspected; Northern Command South	2,070	1,219
Ration of all Crashes to number of crashes involving a commercial vehicle Statewide	33.25:1	17:1

Note: The above performance indicators are from the SFY 04/05 Legislative Budget.

UPCOMING EVENTS

Commercial Commanders Meeting

February 10 & 11, 2004 at the Oasis Hotel, Mesquite, NV.

WIPP

WIPP transuranic waste shipments are scheduled to begin January 7th, 2004. The Commercial Enforcement section is prepared to inspect and escort those shipments. We have participated in "dry-runs" with CHP at the Nevada Test Site to ensure our readiness. We are confident in our level of preparedness.

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STATEWIDE